

Amendments to the Claims:

1. (Canceled)
2. (Currently Amended) ~~The multilevel speed regulation jack of claim 1, A~~
multilevel speed regulation jack comprising:
an input oil cylinder;
an output oil cylinder comprising a cylinder body containing an annular space and a tube
piston that fits in said annular space, said tube piston comprising a sliding sleeve movably
positioned in said annular space;
a fluid conduit member connecting the input and output oil cylinders;
an annular in-flow oil chamber formed between an end annular surface of the tube piston
and the cylinder body; and
a central in-flow oil chamber formed between an inner central surface of the tube piston
and the cylinder body,
wherein the fluid conduit member comprises at least two parallel fluid channels
connected to the central in-flow oil chamber and the annular in-flow oil chamber, respectively;
and
a control valve in one of the fluid channels to open and close the channel;
wherein said cylinder body has two or more annular spaces and two or more tube pistons
movably positioned in their respective annular space to form two or more annular in-flow oil
chambers.
3. (Original) The multilevel speed regulation jack of claim 2, wherein:
each of said annular in-flow oil chambers is connected to an input oil cylinder through a
parallel fluid channel; and
each of said fluid channels has a control valve, which is sequence-programmed and
threshold-preset and close and open the fluid channels based on the load signals they sense.
4. (Canceled)

5. (Currently Amended) ~~The multilevel speed regulation jack of claim 1, A~~
multilevel speed regulation jack comprising:
 an input oil cylinder;
 an output oil cylinder comprising a cylinder body containing an annular space and a tube
piston that fits in said annular space, said tube piston comprising a sliding sleeve movably
positioned in said annular space;
 a fluid conduit member connecting the input and output oil cylinders;
 an annular in-flow oil chamber formed between an end annular surface of the tube piston
and the cylinder body; and
 a central in-flow oil chamber formed between an inner central surface of the tube piston
and the cylinder body,
 wherein the fluid conduit member comprises at least two parallel fluid channels
connected to the central in-flow oil chamber and the annular in-flow oil chamber, respectively;
 and
 a control valve in one of the fluid channels to open and close the channel;
 wherein:
 said annular in-flow oil chamber is singular;
 said control valve is in the fluid channel connected to the central in-flow oil chamber or
the fluid channel connected to the annular in-flow oil chamber;
 the two fluid channels share a common oil path near the input oil cylinder;
 the common oil path has a control valve, which controls the open/close state of the path;
 and
 said jack further comprises at least one fluid channel, which is parallel to said two fluid
channels and is connected to the annular or central in-flow chamber, wherein a speed-shifting
cylinder member lies in said parallel channel.

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6. (Original) The multilevel speed regulation jack of claim 5, wherein:
said speed-shifting cylinder member has a spring-reset device;
the out-flow oil chamber of said speed-shifting cylinder member is connected to an oil reservoir via a check valve;
the speed-shifting cylinder member comprises two oil cylinders, wherein the thrust surface of piston in the primary oil cylinder is smaller than that in the secondary oil cylinder;
the primary and the secondary pistons are linked through piston rods; and
said speed-shifting oil cylinder member further comprises a single oil cylinder, wherein the piston rod protrudes out from the in-flow oil chamber.

Claims 7-10 (Canceled)